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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

No. 15,958. 號八十五九千五萬一第一 日八念月四年元統宣 HONGKONG, TUESDAY, JUNE 15TH, 1909. 二年九月六日九零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 29th April 1909. [a627]

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11.30 a.m. to 12.45 p.m. Every 15 minutes.
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Hongkong, 1st April, 1909. [a549]

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Hongkong, 4th June, 1909. [a35]

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Hongkong, 19th May, 1909. [a53]

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Arrive—Dairen ()	11 a.m.	Sunday	Tuesday	"
Arr.—Mukden	8.50 p.m.	"	"	"
Arr.—Changchun	9.15 p.m.	Monday	Wednesday	Saturday
Arr.—Harbin (Russian Train)*	5 a.m.	"	"	"
Arr.—Harbin ()	6.55 a.m.	"	"	"
Arr.—Harbin ()	3 p.m.	"	"	"

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GENUINE AGE
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Hongkong, 26th April, 1909.

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addresses with communications addressed to the
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The Daily Press.

HONGKONG, JUNE 15TH, 1909.

We are much surprised to see in the *Peiping Daily News* an article on Plague in Hongkong suggesting that the disease prevails here as much as ever it did. The article is based on a dispatch from Canton which however, does not, in our opinion, warrant the deduction our contemporary has drawn from it. The dispatch in question says: "The plague season has come, but nothing much is heard of it here in Canton save occasional cases which are imported from Hongkong. As usual, when plague first makes its annual appearance in Hongkong, the people escape to Canton from the former place where the sanitary laws are so strict that they do not even allow persons to have the time to attend to their sick, whereas here in Canton the Fong Pin She has done more than the outside world knows towards curing plague stricken patients. Plague patients treated by Chinese methods in this hospital show a high percentage of recovery as shown by the returns." However that may be the statement does not justify the conclusion that plague is as bad in the Colony as ever it was, and much worse than in Canton and other cities of South China. Our contemporary may reply that it has not said as much. True the article does not say this in so many words but that is the idea which a reader with no other knowledge of the subject would derive from a perusal of the article. It says: "It is evident that the Sanitary authorities, who have been raising the hue and cry for years past are helpless, and that nothing substantial towards obtaining a better method of treatment of the disease has been dis-

covered." The prevalence of the disease is one thing and the method of treating it is another. It is very gratifying to be able to state as a matter of fact that there have been fewer cases of plague in the Colony of Hongkong this season than in any year since the first outbreak of plague in 1894, excepting only the years 1895 and 1897, when very few cases occurred in the Colony. To show the improvement this year we compile the following table:

Year	Total for the year	Total to end of June
1895	44	18
1896	1,204	1,125
1897	21	4
1898	1,820	1,297
1899	1,486	1,064
1900	1,087	766
1901	1,651	1,487
1902	572	382
1903	510	1,278
1904	304	196
1905	993	843
1906	240	123
1907	1,037	?
1908	105 to June 14	

We are unable to complete the table as the Medical Reports for 1908 have not yet been

published, but a study of the above table shows very plainly that after the month of June we may expect to see a substantial diminution in the prevalence of the disease in Hongkong. To date, only 105 cases have been reported this year, and if the monthly distribution of cases which has been shown in past years holds good this year, we shall not be wrong in anticipating that this year's total will be lower than any since 1897.

Our Peking contemporary is very severe on our Sanitary Board. "In the opinion of the majority of the Chinese people," it says, "the abolition of the Sanitary Board will help a great deal in stopping plague." But it, of course, offers no proof of this ridiculous assertion. Our contemporary, however, does say that—"Sanitation has to be encouraged in all countries, but that its enforcement is the sole method for the prevention of plague is strongly doubted, "which is evidenced by the sanitary condition in Canton and many cities in South China. In these places, plague has never "played such havoc as it has done in Hongkong." If our contemporary were in a position to furnish any trustworthy statistics as to the prevalence of plague in Canton and other cities of the mainland we should be in a better position to form an opinion on the subject. All that the Hongkong authorities have been able to learn in this connection is that when plague is bad in Canton, it is equally prevalent in Canton,—and vice versa. According to our contemporary's information the only cases of plague in Canton this year are cases imported from Hongkong, but last week our correspondent at Canton sent us a translation of a letter addressed by an individual to the Self-Government Society which drew attention to the prevalence of plague in Canton, and stated that "the number of people who have died through contracting the disease has been countless, and the epidemic is still spreading rapidly in every part of the city." If this statement is true, the theory is exploded that the prevalence of plague is not affected by the sanitary measures taken to combat it. It is noteworthy that by far the greater proportion of the cases reported in the Colony this year have been from districts beyond the limits of the city of Victoria, and we think it may with confidence be said that the comparative freedom of the city is due to the increased attention which is being paid to elementary rules of sanitation. How far the encouragement which has been given to the keeping of cats is contributing to diminish plague is an interesting question which it is very difficult to answer, but the smallness of the returns is presumptive evidence of the success of the experiment.

The English Mail of the 15th May was delivered in London on the 12th inst.

For stealing eight chairs from the Taiping Theatre a coolie was at the Magistracy yesterday sentenced to six weeks' imprisonment and six hours in the stocks.

Mr. J. S. Dobie, the Hongkong agent of the Chinese Engineering & Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 29th May, 1909 amounted to 31,247.37 tons and the sales during period to 32,115.23 tons.

The return of visitors to the City Hall Library and Museum for the week ending the 13th June, 1909, shows that of non-Chinese there were 429 to the Library and 206 to the Museum, and of Chinese 256 to the former and 2,352 to the latter. The Library was, therefore, used by 685 persons and the Museum by 2,558.

Stanley Ling, whose address was given as Peak Hospital, reports to the police that he was rattling his rattle or tickling his gong. Irascible objections to noise should always be met with the stone-throwing parable. Let him that is without noise among you, cast the first complaint!—After all, much depends on the point of view.

TELEGRAMS.

[Protected by the Telegraphic Message
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["DAILY PRESS" EXCLUSIVE SERVICE.]

PRINCE ITO RESIGNS.

TOKYO, June 14th.

To-day H.M. the Emperor formally relieved Prince Ito of the office of Resident General of Korea, and appointed Viscount Sone, the Deputy Resident General, to the vacant post. Prince Ito has been appointed President of the Privy Council.

THE STRIKE AT HONOLULU.

TOKYO, June 14th.

The situation arising out of the strike of Japanese labourers in Hawaii is becoming more serious.

The police searched the offices of the Japanese newspaper, and the Strikers' Association and seized incriminating documents.

JAPANESE WEAVERS AND THE EXHIBITION.

TOKYO, June 14th.

Yesterday the weavers conferred with the representatives of the Tokyo Chamber of Commerce.

The Chamber represented the seriousness of the impression that would be created in England by a refusal of the weavers to exhibit specimens of their work at the Anglo-Japanese Exhibition.

The weavers, however, stood firm and decided to acquaint the English with the reason of their refusal, feeling confident that it would enlist their sympathy.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS".]

BELGIAN ENTERPRISE IN CHINA.

LONDON, June 14th.

King Leopold in a speech at Antwerp urged the Belgians to establish a Bank for financial houses in China to facilitate Chinese trade.

JAPANESE STRIKE AT HONOLULU.

LONDON, June 14th.

A telegram to New York from Honolulu states that 8,000 Japanese labourers have struck work.

The leaders have been arrested for inciting disorder.

Searches of the offices of the Japanese labour organisations and of the office of the newspaper "Jiji" have revealed that a conspiracy was forming to wrest the control of the affairs of the island from the whites.

LATER.

The Japanese at Honolulu have all been released on bail.

JAPANESE ROYALTY IN PARIS.

LONDON, June 14th.

Prince and Princess Nashimoto, of Japan, have proceeded to Paris.

Prince and Princess Kuni are already there and have just been received by President Fallières.

RUSSIAN NAVAL DISASTERS.

LONDON, June 14th.

The "Kambala," which was sunk in the Black Sea on Sunday, was a Russian submarine, she collided with an ironclad, which was attacking in the naval manoeuvres.

A torpedo boat destroyer was burned at Sebastopol as the result of the ignition of some naphtha. The crew were saved.

SHIPPING NOTES.

A message from Honolulu states that officers of the United States army transport *Dix*, who have been experimenting with Philippine coal on that vessel, report that the coal from the islands has excellent steaming qualities and has proved very satisfactory on the *Dix*.

A message from Boston, dated May 14, states that officials of the Pacific Mail Steamship Company denied that any plan was under consideration for the abandonment of its service, but admitted that no profits were being derived from the service and added that, if there was not a change within a year or so, it might be deemed advisable to cease running freight vessels between those points. It was also stated that the company's line operating along the Pacific coast from San Francisco to Panama was doing a very poor business.

According to the *Tokyo Asahi*, translated by the *Japan Gazette*, the British steamer *Invincible* while leaving Yokohama for Yokosuka about 3 p.m. on the 31st ultimo, collided with the T.K.M. steamer *Tengyo-maru*, striking her on the starboard side. Five plates of the Japanese vessel were slightly bent over the third hatch. Captain Ilex, of the *Invincible*, immediately paid a visit to the *Tengyo* while the Harbour Office sent an official. The *Tengyo* *maru* was, however, allowed by a Lloyd's surveyor to resume her voyage, leaving Yokohama for Hongkong at 10 p.m. on the 1st instant.

[* * *]

NEW HOMeward PASSENGER SERVICE.

There are many routes to Europe but most people evince a preference for other things being equal—the cheapest. That being so, a new service which offers adequate accommodation and reasonable speed, may well attract attention. The Shire Lines, whose steamers are well known in Hongkong, are about to inaugurate a passenger service between England and the East, the great recommendation of which, that it is cheaper than most of the others. The *Segura* has been taken from the West Indian trade and placed on the new China and Japan run. It is a steamer of about 5,000 tons and carries 50 first class passengers—no other classes being catered for—but the great consideration is that the passage from here to England only costs £35. When it is added that the cabins are roomy and comfortable, that the saloon and other general rooms are well appointed, and that the journey can be covered in 38 or 40 days, it will be seen that the service has advantages which should appeal to the home-going public.

Yesterday a party of visitors were shown over the *Segura*, which takes its name from a river in Spain, and they found the conditions all that were desired. Captain Hayes is a genial skipper, who should inspire confidence in those under his care, and the other officials showed themselves no less agreeable. A former P. & O. acting purser, Mr. W. S. Tyler, is the steward in charge. The local agents are Messrs. Jardine Matheson & Co.

[* * *]

THE BANDMANN OPERA COMPANY.

At the Theatre Royal last night the Bandmann Opera Company staged "The Merry Widow," an attractive musical comedy, and there can be no doubt that the little maids did full justice to the piece. This fact was made apparent by the hearty applause which continued throughout the performance, the popular waltz and the excellent solos being greatly appreciated. Miss Florence Beach as Sonia, the Merry Widow, was a delightful hostess, while Mr. Fred Coyne as Prince Danilo (Secretary of Legation) fulfilled a difficult part with considerable ability. The principals were ably supported by the remainder of the Company, and thus it came to pass that a popular comedy was done full justice to, and earned fresh laurels for Bandmann's Merry Maids.

[* * *]

TO-NIGHT'S FAREWELL PERFORMANCE.

Owing to the steamship arrangements probably necessitating the departure of the Bandmann Opera Company on Wednesday morning, Mr. Smith, the manager has decided to play "The Waltz Dream" on Tuesday night in place of the "Prince of Pilsen," and we are asked to state that the tickets issued for to-night are void and money will be returned from the booking office, but, in the event of the "Prince of Pilsen" being played to-morrow night, the said tickets will hold good.

[* * *]

A QUESTION OF NATIONALITY.

[* * *]

STRUCK OFF AMERICAN REGISTER.

Lucas Castro was brought before the U.S. Consular Court at Shanghai last week charged with creating a disturbance.

The accused was examined at some length by Mr. A. Eassett, District Attorney, as to how he had acquired American citizenship. During the examination it developed that Castro had been born in Hongkong and that his father had been a native of the island of Guam and had left Guam many years ago and had taken up his residence in China and died in China without having returned to Guam. Castro himself had never been in American territory, and his sole claim to American citizenship was the result of the Spanish-American War, when the United States acquired jurisdiction over Guam. Castro has several brothers older and younger than himself, all of whom, he stated, were registered as Spanish subjects. As a result of the examination the District Attorney concluded that Castro had been improperly registered at the American Consulate General as an American citizen or as a person entitled to American protection, which was reported to the Hon. Amos P. Wilder, American Consul General, who ordered that Castro's registration in the American Register be cancelled, which was done. The police charge sheet was then marked as follows:—Upon investigation it was found that Lucas Castro is not an American citizen, that the statements made by him on October 24th, 1905, in connection with his registration at that time were false and misleading, and his registration at that time was wrongfully obtained. His registration at this Consulate General is cancelled.

[* * *]

OPIUM EXPORTS FROM INDIA.

Dr. Rutherford (Middlesex, Bradford Min.) in the House of Commons last month asked the Under-Secretary for India what were the opium exports from India in 1905, 1906, 1907, 1908, and 1909, respectively; and what steps the Government were taking to carry out their declared policy with the Government of China.

Mr. Hobhouse (Bristol, E. Min.)—The figures are:—1905, 65,653 chests; 1906, 53,617 chests; 1907, 63,415 chests; 1908, 62,408 chests.

In 1909 the export will be limited to 56,800 chests. In accordance with the arrangement made with China the export of opium from India is being reduced by 5,100 chests per annum. This is with effect from 1908, the average export for the five years ended 1905 being taken, as suggested by the Chinese Government, as the basis of the calculation.

[* * *]

THE GROWING PORT OF DALNY.

The Manchu *Nichibishi* says.—The Imperial Chinese Maritime Customs revenue for the port of Dairen (Dalny) never exceeded Tls. 100,000 a year till last year. Since the beginning of this year, however, the receipts have averaged over Tls. 100,000 a month and have already totalled more than Tls. 500,000. About Tls. 150,000 more is expected from the goods now awaiting shipment on the Wharves. Allowing a span of 4 dull months from June to September, the return of the new bean season in October is expected to swell this year's revenue by a considerable addition, which all put together will push this young port forward at a bound to take a place among its seniors in China.

Something wonderful may be reckoned on in the development of the port in the course of a few years.

[* * *]

SUPREME COURT

Monday, June 14th.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

A SOLICITOR'S CONDUCT QUESTIONED.
In the matter of the Legal Practitioners Ordinance 1871, and in the matter of a solicitor.

This was an application calling upon C. F. Dixon, a solicitor of the Supreme Court, to show cause why he should not be removed and struck off the roll of solicitors.

Mr. E. Pottar, instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) made the application, and Mr. H. G. Calthrop, instructed by Mr. J. Scott Hartson (of Messrs. Evans and Hartson) represented Mr. Dixon.

Mr. Pottar said he thought it would be better if, at the outset of these proceedings, he dealt with an important matter, namely the jurisdiction of their Lordships' Court in a case of this kind. This was a motion calling upon one, Clive Fletcher Dixon, to show cause why he should not be struck off the roll. He thought he could make the question of jurisdiction perfectly clear to their Lordships if he dealt with the old procedure and the new procedure in England. He meant by the old procedure, the procedure in vogue before the passing of the Solicitors' Act of 1888, which must apply in this Colony. By the new procedure he meant the procedure now in vogue in England. Before the passing of the Solicitors' Act of 1888 the procedure was this: a motion was made to the High Court and an affidavit was put in by the plaintiff in a matter of this kind. If that affidavit contained any charges of a criminal nature the Court, in fairness to the defendant, always said: "We will not compel you to answer that affidavit by another affidavit." Counsel thought the reason was obvious, because if the court made an order that the defendant should answer by affidavit he was really in a dilemma, because he must answer the affidavit or be guilty of contempt of Court. On the other hand, if he answered and was guilty of the charges, then he had put in a false and lying affidavit. Counsel submitted to their Lordships that this was the only indulgence the Court would show towards the defendant. But what the Court would do, and what their Lordships would find in all the decided cases was this: The Court would say—"We will make an order that you should show cause why you should not be struck off the rolls. That gives you an option of answering the charge or not as you shall think fit." The Court did not compel him to put in a false statement or any statement. But if he did put in a statement or file an affidavit, and on the face of that affidavit there was a *prima facie* defence—that was to say, for instance, if there was a total denial of the charge as in this case—then the Court referred the whole matter to a Master. The Master heard the evidence on both sides twice; he heard counsel on both sides; he reported his findings on the evidence to the High Court, and the High Court acted accordingly. That was to say, if the High Court considered that on the findings of the Master they were justified in striking the solicitor off the rolls, they struck him off. If they thought it was sufficient punishment to suspend him for a certain time they did so. If they thought the master ought to go no further, it went no further. That was the old Common Law Procedure, and must apply to this Colony. The only difference was that there were no Masters here, and of course what happened was that their Lordships fulfilled all the functions of Masters.

The Chief Justice—I do not know that there are no Masters here. There are certain functions of a Master which are performed by an officer who is called the Registrar.

Mr. Pottar—He is far from being on the same footing as a Master. There are many things a Master can do that a Registrar cannot. Proceeding, Counsel said a Master could order that a judgment be entered. Regarding this procedure he submitted that what would happen in this case was that their Lordships sitting as a Full Court should refer this matter to one of the judges who sat at this bench; that he would report, and then the Full Court could decide what was to be done; or in the alternative, that the Full Court would hear the case now. The new procedure was that by the Solicitors Act of 1888, a committee of the Incorporated Law Society had been substituted for the Master in chambers; that the Court could direct the Committee of the Incorporated Law Society in the first instance, and then the committee reported to the High Court, and the High Court acted accordingly. This was all laid down in sections 12 and 13 of the Act. His next step was to prove to the Court that their jurisdiction in a case of this character was a disciplinary jurisdiction, and not criminal. In other words, a solicitor being an officer of the Court, the duty of the Court was to decide whether any person was a fit and proper person to continue as an officer of the Court. It did not find whether he had been guilty of a criminal offence or not: the Court was not concerned with that. It was true that charges might be made which amounted to a criminal offence, but all the Court decided was whether the solicitor was, or was not, a fit and proper person to continue as an officer of the Court. His authority for saying that the Court's jurisdiction was disciplinary and not criminal was found in 12 Q. B. D., page 143. Their Lordships would see that the defendant in that case appealed from the decision of the Court of Appeal. The Incorporated Law Society said he could not appeal because the proceedings in the Court of Appeal had been criminal. The High Court of Appeal said they were not criminal proceedings, as the Court was only in disciplinary jurisdiction. Solicitors, as officers of the Court, were persons

who were in a position of trust, and it was their Lordships' duty to see that no fit and proper person continued as an officer of the Court.

The Chief Justice said it seemed to him that there was a hiatus in the argument. The question was a technical one whether this disciplinary matter was a criminal matter or not. But to say that in any case the Court was not asked to find whether the solicitor was guilty of a criminal offence with which he was charged seemed to him to be quite another matter. How could the Court say whether a solicitor was a fit and proper person to continue on the rolls, who was charged with embezzlement, if they did not find him guilty of embezzlement?

Mr. Pottar—You find certain charges have been proved, and you say whether a person should remain on the rolls. I shall prove to your Lordships by a long chain of cases that there practically never has been an instance in which the Court has refused to act, or has denied that it had jurisdiction.

The Chief Justice—All I am saying at present is that I see no relation between the two propositions.

Mr. Pottar said it went to prove that the procedure in a case of this kind was purely civil procedure, and he would show their Lordships that it made a considerable difference in a case of this kind. Furthermore, suppose the Court took this standpoint: "We will not adjudicate on this case; we will see the defendant tried by a criminal jury." That would not relieve the Court from the onus of ultimately trying this case. No matter what the verdict of the jury, whether guilty or not guilty, their Lordships would be compelled to go into the case *ab initio*: to go into the merits of the case to decide whether this person was a fit and proper person to be an officer of the Court. There were cases where a jury had found a person not guilty, when the Court had struck him off the rolls. Then there were cases where juries had found a man guilty, and the Court had refused to interfere, remarking that he had been punished enough.

The Chief Justice—The procedure which you are referring to is quite well known. It obtains in the Civil Service where a civil servant's acquittal in Court does not prevent the Governor-in-Executive-Council from dismissing him.

Mr. Pottar said his next point was to prove to their Lordships beyond any doubt that the Court would never hold itself, not although a charge of a criminal nature was made against a defendant, and although the defendant did not admit the truth of that charge. The case for the last fifty years was absolutely conclusive in proof that although a criminal charge was imputed to a defendant, and although the defendant denied that charge, still the Court in the exercise of its disciplinary jurisdiction, would investigate it. No suggestion of sending the defendant to a criminal jury could be listened to.

The Chief Justice—in the first two cases you pointed out that the proceedings were disciplinary, not criminal. You now point out that the evidence in two cases might not be the same, and the suggestion occurs to one that evidence would be admissible in disciplinary proceedings which would not be admissible in criminal proceedings.

Mr. Pottar—I was going to deal with that point.

The Chief Justice—Unless you have very strong authorities, I don't think that that will hold water. The admission of books is allowed in certain circumstances under the Evidence Ordinance in civil proceedings. I doubt very much whether disciplinary proceedings are civil proceedings for the purpose of that Ordinance.

Mr. Pottar—I think it is evident from these two cases that the procedure is purely a civil procedure. If this is not a jurisdiction in a criminal case or matter, evidence cannot be of a criminal character, and the rules of evidence cannot be such as only in a criminal court.

Mr. Pottar—Your jurisdiction is as between master and servant. The Court is the best judge to consider whether a person is a fit and proper person to continue one of its officers.

The Chief Justice—The question is whether a crime has been committed.

Mr. Pottar—with great respect, that is not the question.

The Chief Justice—I want to know in the abstract, why shouldn't we call in a jury?

Mr. Pottar—Your Lordship's jurisdiction is simply disciplinary. There can be no one better able to consider whether a person is a fit and proper person to be one of its officers than the Court itself.

The Chief Justice—That is a subsequent question; the previous one is whether the charge is proved.

Mr. Pottar—It has never been suggested.

The Chief Justice—I am only asking you whether it could not be.

Mr. Pottar—I don't think it could. When a man comes before you and makes a complaint, you cannot compel him to adopt different procedure. The law is laid down absolutely that it is the duty of the Court to hear such cases, no matter whether they are indictable offences or not.

Mr. Calthrop said their Lordships must notice first with regard to this case that it was a matter which had been brought before the Court by private persons in their private capacity, and not in accordance with usual proceedings in England where it was brought by an independent person acting for the good of the profession in general, as for instance, the Incorporated Law Society. Some years ago the Privy Council had to deal with the case of a solicitor or barrister who had been struck off the rolls of a colonial court—the Gold Coast Court. In that case the Privy Council gave as an expression of their opinion of the undesirability of the proceedings being conducted by an interested person, and suggested that the proper person to take proceedings of such a description would be some independent person in an official capacity, as for instance, the Attorney-General of the Colony.

Mr. Pottar said he would probably agree to come before the civil court, but he would do no more, as it would mean so many attendances. It

would quite conceivable that by sending the case to the criminal court their Lordships would be putting a greater onus on the plaintiff. It might be putting him in a position in which he could not lay the case properly before a jury, and Counsel submitted that the Court would be inflicting a very great hardship upon him. Supposing the plaintiff would not prosecute, and that was the aspect of the case which was to be considered, there would be the extra ordinary position that although there were indicable charges on the affidavit the solicitor could not be struck off the rolls because the High Court refused to exercise its jurisdiction. That would be an absolutely anomalous position.

The Chief Justice—The Attorney-General can prosecute.

Mr. Pottar—Then we would have the difficulty of getting the material witnesses, which would be compelling us to come into Court with an imperfect case.

The Chief Justice—Why should it be imperfected? I don't think the hardship on either side goes for much.

Mr. Pottar—The Courts have never considered the point of view your Lordship refers to.

The Chief Justice—I am not saying your argument on the authority is not strong.

Mr. Pottar—What I say is that Courts have never considered that point which your Lordship is trying to consider. They have always considered the defendant as an officer of the Court.

The Chief Justice—I can appreciate all that.

Mr. Pottar—Judges in other cases say, "His conduct has been such as will justify us in striking him off the rolls." They do not say, "This man has been found guilty of embezzlement."

The Chief Justice—If a man is guilty of embezzlement and struck off the rolls on that account, it means to say he is guilty of embezzlement. Although a charge of embezzlement may be actually made, circumstances may fall short of that that will warrant him being struck off the rolls.

Mr. Pottar—I submit the Court must be bound by the facts quoted.

The Chief Justice—Supposing the facts were so much in conflict that the Court felt that the only proper way would be to send the man to the jury. What would then be done?

Mr. Pottar—if the charges are not brought home against the man what happens is that he is not struck off the rolls.

The Chief Justice—it is not a question of the case being brought home, but of the case being so doubtful that we think it ought to be brought home.

Mr. Pottar—The Court, as I have told your Lordships, refers this matter to a Master, and the object in referring it to a Master is that it should be investigated outside a public court, not where, if the charges are not proved against him, the man is still ruined because his character has been besmirched. The case is heard in a Master's Chambers so that if the court see they are not justified in striking him off the rolls, the defendant's good name and fame does not suffer. I propose that the case should be tried in accordance with the old procedure.

The Chief Justice—By hearing witnesses.

Mr. Pottar—It is certain your Lordship can set in accordance with the old procedure. The case could be heard by one of your Lordships, who could report to the Full Court, or else it can be heard by the Full Court.

Mr. Pottar—I will admit there is a conflict on the matter.

The Chief Justice—I don't think you will find a single case in which the principle has ever been acted on.

Mr. Pottar—I can cite a case at once.

The Chief Justice—A civil case stopped for a criminal case to go on?

The Puisne Judge—That was a long time ago.

Mr. Calthrop—About forty years ago. Proceeding Counsel submitted that this was a case which ought to go before a jury and not be left to be tried on affidavits. In common fairness to the defendant he should have an issue of fact to a jury.

The Puisne Judge—On the charges in the affidavit is a charge of borrowing money from a Chinese client during the progress of an action, which he was conducting on behalf of that client. That of course would not be a criminal charge.

Mr. Pottar agreed, and remarked that when the evidence was heard there might be a considerable amount which would not be in any way criminal in its nature, but which might justify the Court in suspending the defendant or striking him off the rolls. Mr. Calthrop had stated that there were admissions in the cases which the speaker quoted, but he would go through them one by one and show that each case was absolutely denied. His friend had suggested that the Court had full power to grant a *restraining order*, but that it could go no further. Mr. Calthrop, however, had not cited any authority.

The practice was that a rule *nisi* was granted when the Council provides for future re-arrangement of the tariff should that be considered necessary. In our negotiations with the Councils it was repeatedly and clearly set forth that we desired to secure for our shareholders a steady 8 per cent. dividend and that by so doing we could command funds by issue of debentures or of now shares when necessary for the maintenance of a high class service. Before the new tariff was fixed figures were submitted to the Council from our books which were open to investigation by the body. These figures were considered and formed the basis of the new tariff which came into operation of March 1st. Had it been possible to profit by the new tariff a year earlier, we would have had Tols. 25,000 more for appropriation. Further, the rent from the new building, which you will see stands at Tols. 3,197 is for part of the year which these figures cover. They do not quite amount to the fourth part of what we expect to come in by arrangement with our present tenants. You will therefore understand that with these assured sources of increased income our prospects of a steady 8 per cent. dividend are better than they have ever been since the Company was formed.

The Chief Justice remarked that he came into Court that morning very much impressed with the necessity of a case of this sort going before a jury, but if one worried it out a little bit further he saw that the question was not really the fact that the man was entitled to conviction or acquittal by jury, but that he should have a jury in order to ascertain the facts, because trial by jury was allowed in order to enable facts to be ascertained by seven men and twelve men at home, rather than ascertain the facts by one man. He thought therefore that it was for the ascertainment of facts that a jury would be necessary, if absolute compulsory. He admitted that the dicta of C. J. Cockburn and Justice Blackburne were exceedingly strong, and entirely agreed with what he had in his own mind. He could well understand a case where a difficult and com-

licated question of facts should be decided by a jury, but in this Colony it seemed perfectly clear that the tribunal which must try this case was the Supreme Court. There was no person who could stand in the place of the Master, nor anybody who could stand in the place of the Incorporated Law Society; therefore, this was the Court, whether it be a judge sitting by himself or the Full Court, in which disciplinary measures against a solicitor must be taken, and with the constitution of the Court came power to summon a jury—that was to say, supposing a question arose of such a complicated nature that it would be only fair that it should be tried by jury. Then his Lordship would have little hesitation in giving expression to his views, which were supported by Justices Cockburn and Blackburne. He agreed that this disciplinary power having been vested in the Court, they could not refuse to hear a case when it was put before them and a rule nisi granted. Therefore he thought the case should be heard before the Fall Court.

The Puisne Judge said he agreed with the Chief Justice.

The hearing of the case is fixed for 10.30 a.m. to day.

SHANGHAI PUBLIC COMPANIES.

THE A. BUTLER CEMENT TILE WORKS, LTD.

The fifth annual general meeting of shareholders of the above company was held at Shanghai last week. There were present: Mr. J. Ambrose (presiding), Messrs. G. Davies, C. R. Burkhill and F. E. Schnorr (directors), D. W. Crawford and J. E. Denham.

The Chairman said: We are glad to have been able to put before you such a comparatively favourable report for a year, which, taken all round, has not been a very prosperous one for local trade, and I think we may congratulate ourselves that the expectations we had last year did not come true. Our turnover was good and low exchange has been in our favour for the better part of the year, and consequently we are able to recommend to you the payment of our usual dividend of 6 per cent. after making good provision for writing off on plant, machinery and buildings as usual. But besides this we propose to carry forward to new account the substantial balance of some two thousand odd Taels. This may appear rather large to you, but the demand for our roof-tiles especially has increased in a pleasing way so that we have accepted the proposal of our managing director, to add another machine for the manufacture of roof-tiles to our plant, and eventually another by Mr. Calthrop, to add to the rest of the accounts, they speak for themselves, there are no bad debts to provide for and we do not owe anything to anybody. This is all I wish to say to you today, but before putting the usual resolutions to the meeting, I shall be glad to answer such questions concerning the company's affairs as anyone may wish to ask.

There being no questions, the following resolutions were adopted:—

That the report of directors and accounts as submitted be passed, and that a dividend of six per cent. equal to Tols. 3 per share, be paid, proposed by the Chairman and seconded by Mr. Davies.

THE SHANGHAI MUTUAL TELEPHONE CO. LTD.

At the tenth ordinary general meeting of shareholders of the above company the Chairman said:—

—Year ago we had concluded a contract with the Council covering a franchise of thirty years. A similar agreement with the French Council has since been entered into, thereby securing harmonious working of the services between the two Settlements for the period above mentioned. Another important business concluded during the twelve months has been the selection and ordering of the new switch board and the machinery appertaining to it at a cost of £14,680. Last summer we advertised for tenders and on the 31st December, when they were opened, there were 27 offers, 24 of which were by local firms acting as agents for manufacturers in various parts of the world. From these we selected the lowest tender in accordance with our specification, it being £9,000 below the highest one and we are satisfied that you will have the best plant obtainable at a very reasonable cost.

In the report I mention that the service has been on the whole satisfactory but in this I do not include the Pootang service which I am sorry to say, has been for the last six months more or less unsatisfactory owing to frequent interruption of the power cable injured by vessels anchoring over it. These vessels have been mostly under the British flag. The French Court here decided a case in our favour and the service has been restored.

The Chairman proceeded to point out that extraordinary expenditure had totalled about Tols. 20,000, and added if it had not been for this we should have been in a position to recommend to you a dividend this year of 8 per cent. of 6 per cent. You will see on the credit side of the Working Account that the net receipts from subscription was Tols. 137,701, under the old tariff. It may be well to mention in this connection that one clause in the new agreement with the Councils provides for future re-arrangement of the tariff should that be considered necessary. In our negotiations with the Councils it was repeatedly and clearly set forth that we desired to secure for our shareholders a steady 8 per cent. dividend and that by so doing we could command funds by issue of debentures or of now shares when necessary for the maintenance of a high class service. Before the new tariff was fixed figures were submitted to the Council from our books which were open to investigation by the body. These figures were considered and formed the basis of the new tariff which came into operation of March 1st. Had it been possible to profit by the new tariff a year earlier, we would have had Tols. 25,000 more for appropriation. Further, the rent from the new building, which you will see stands at Tols. 3,197 is for part of the year which these figures cover. They do not quite amount to the fourth part of what we expect to come in by arrangement with our present tenants. You will therefore understand that with these assured sources of increased income our prospects of a steady 8 per cent. dividend are better than they have ever been since the Company was formed.

The most noteworthy feature of the Registrar's annual summary of births, deaths, and marriages in England and Wales, issued on May 18, is the indication that there was a check last year in the decline of the birth-rate. In 1908 the birth number 942,611, or 26.5 per 1,000, which was 0.2 per 1,000 above the rate in 1907. The figure, however, was still 1.5 lower than the average of the ten years 1898-1907.

Deaths numbered 521,644, or 14.7 per 1,000, being 0.3 below the 1907 rate, and indeed the lowest on record.

Marriages in the year numbered 264,647, 14.9 per 1,000, or 0.9 below the 1907 rate and the average of the ten years 1898-1907.

Based on the births and deaths since the last census, the following is the estimate of the population of England and Wales in the middle of last year:

Males 17,071,524

Females 18,277,256

Total 35,348,780

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements in Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

NOTICE.

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages. Full Particulars of Securities offered should be submitted to—

DENNYS & BOWLEY,
Solicitors.

Supreme Court House,
Hongkong, 15th June, 1909. [854]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

FOR EUROPE

THE I.G.M. Steamship,
"LUETZOW,"
Capt. C. Dewars, will leave on FRIDAY, the
18th inst., at 10 A.M.
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.
Hongkong, 15th June, 1909. [5]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship,
"MATOPPO,"
Captain Domant, having arrived from the
above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
Kowloon, and stored at Consignee's risk and
expense.

All broken, chafed, and damaged goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 21st inst., at 3 P.M.

All Claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st inst., will be subject
to rent.

No Fire Insurance has been effected.

In consequence of the steamer having
grounded in the Suez Canal Consignees must
sign a General Average Bond before bills of
Lading can be countersigned by

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 14th June, 1909. [852]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 1st April, 1908. [48]

DON'T DELAY CALLING!

JUST UNPACKED A NEW STOCK of
the Latest FASHIONABLE GOODS
Comprising:

Latest Style VEILING, by Yard and Piece.

Assorted Colours Plain, Dotted and Chiffon.

NECK FRILLINGS.

LADIES' FINEST PURE LINEN AND
COTTON.

Latest Design PRESENTATION HAND-

KERCHIEFS, PLAIN, OPENWORK and
EMBROIDERED.

HOOSAIN-ALI & CO.,
14, Queen's Road, Central.
Hongkong, 7th June, 1909. [41]

GRACA & CO.

(Established 1896.)

No. 27 DES VŒUX ROAD.

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Just Received a Selection of

SEINF'S ILLUSTRATED

POSTAGE STAMP ALBUMS

of Latest Edition, from \$1.75 to \$16 Each.

SUGAR, CORN SEADS.

Inspection Invited. [548]

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POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG. at \$6.57 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [623]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [415]

SIEU TING

SURGEON DENTIST.

NO. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]

INTIMATIONS

IN THE SUPREME COURT OF
HONGKONG.

IN BANKRUPTCY.

ACTION NO. 27 of 1909.

Re TSANG KING of No. 1, Praya
Kennedy Town, Victoria, Hongkong,
Contractor.

TELEGRAPHIC ADDRESS: Press Codes: A.B.C.

P.O. Box, 33. Telephone No. 12.

NOTICES OF FIRMS

KING EDWARD HOTEL,
DORABEE AND COMPANY.

NOTICE IS HEREBY GIVEN that the Partnership which has for some time past been carried on by DHUNJEEBHOOY DORABEE and ISMAIL PILLY MADAR as HOTEL PROPRIETORS in and upon portions of Royal Buildings and Princess Building, Victoria, Hongkong, under the Sign of THE KING EDWARD HOTEL and under the partnership name of DORABEE AND COMPANY was this day dissolved by mutual consent.

The said DHUNJEEBHOOY DORABEE NOWROOJE will continue to carry on the said business as heretofore under the above Sign and name and will be responsible for all the debts and liabilities of the partnership and he is authorised to collect all outstanding accounts due to the partnership.

AS WITNESS our hands this Twelfth day of June, One thousand nine hundred and nine.

D. D. NOWROOJE,
I. P. MADAR.

WITNESS to the Signature
of DHUNJEEBHOOY DORABEE
NOWROOJE and ISMAIL PILLY
MADAR.

H. J. GEDGE,
Solicitor,
Victoria, Hongkong.

THE HONGKONG BAKERY,
DORABEE AND SON.

NOTICE IS HEREBY GIVEN that the Partnership which has for some time past been carried on by DHUNJEEBHOOY DORABEE and ISMAIL PILLY MADAR BAKERS in and upon the premises known as THE HONGKONG BAKERY under the style of DORABEE AND SON was this day dissolved by mutual consent.

The said DHUNJEEBHOOY DORABEE NOWROOJE will continue to carry on the said business as heretofore under the above Sign and name and will be responsible for all the debts and liabilities of the partnership and he is authorised to collect all outstanding accounts due to the partnership.

AS WITNESS our hands this Twelfth day of June, One thousand nine hundred and nine.

D. D. NOWROOJE,
I. P. MADAR.

WITNESS to the Signatures
of DHUNJEEBHOOY DORABEE
NOWROOJE and ISMAIL PILLY
MADAR.

H. J. GEDGE,
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Victoria, Hongkong.

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TWO 125 Kilowatt STEAM ALTER-
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ALSO
ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. BROWNE and LINDLEY.
For further particulars apply

HONGKONG ELECTRIC CO. LTD.,
St. George's Buildings.
Hongkong, 23rd April, 1909. [649]

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DAIRY FARM CO., LTD.

OUR SPECIALITIES.

per lb.

"HONEYSUCKLE" HAM - 60 cts.

"HONEYSUCKLE" BACON - 60 "

"HONEYSUCKLE" BUTTER - \$1.

[563]

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A LING & CO..

19, QUEEN'S ROAD CENTRAL

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
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Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

A TACK & CO..

FURNITURE & PHOTO GOODS STORE,

26, DES VŒUX ROAD, CENTRAL

DEALERS IN

LADIES' & GENTS' BOOTS & SHOES,

UMBRELLAS, &c. &c.

Cameras fitted with

"Zeiss," "Goetz," "Ross" & "Aldis"

Lenses.

DEVELOPING AND PRINTING

A SPECIALITY.

Hongkong, 24th April, 1909. [37]

WANTED.

PORTUGUESE CLERK for Canton.

Good Handwriting and Knowledge of
General Office Work required.

Apply to—
A. C.
Care of "Daily Press" Office.
Hongkong, 12th June, 1909. [847]

WANTED.

HOUSE on the UPPER LEVEL, must
be detached, with at least 7 or 8 Rooms,
and Servant Quarters. Unfurnished.

Apply to—
Care of The Yokohama Specie Bank, Ltd.
Hongkong, 23rd May, 1909. [795]

TO LET.

NO. 6, OBSERVATORY VILLAS,
Kowloon. Five-Roomed House; Electric
Lights and Tennis Court.

"BEANE BUNGALOW," Kowloon. A
Small Garden attached. Moderate Rental.
Apply to—ARRATOON V. APCAR & CO.,
14, Des Vœux Road. [399]

TO LET.

GODOWN, No. 9, Duddell Street.

Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 4th June, 1909. [817]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

Authorized Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 587,900 0 0
II. Fire Funds 3,065,374 15 7

The Underwritten AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO., Agents.

Hongkong, 21st July, 1908. [1019]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.I.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK NO. 3.

Extreme Length 722 feet
Length on Blocks 714 "
Width of Entrance on Top 96 "
Width of Entrance on Bottom 88 "
Water on Blocks at Spring Tide 34 "

DOCK NO. 1.
Extreme Length 523 feet
Length on Blocks 513 "
Width of Entrance on Top 88 "
Width of Entrance on Bottom 77 "
Water on Blocks at Spring Tide 64 "

DOCK NO. 2.
Extreme Length 371 feet
Length on Blocks 350 "
Width of Entrance on Top 66 "
Width of Entrance on Bottom 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.
THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIALS is
always kept on hand.
The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. [805]

These tiny
Capsules
—superior
to Copal,
Cubeb, and
Injections—cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.

Such Capsules bear the name MIDY.
FOR DISEASES OF THE CHEST.
GRIMAUT'S.

SYRUP
OF HYPO-PHOSPHITE OF LIME
Prescribed in France for the last
30 years. It retains its reputation for
CONSUMPTION, ASTHMA, COUGHS,
COLD, DISEASES OF THE CHEST,
LUNGS, and BRONCHIAL TUBER.

THE Steamship
"GLENESK,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at THEIR RISK into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th June, will be subject
to All Claims against the Steamer must be presented
to the Underwriters on or before the
22nd June, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th June, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 8th June, 1909. [828]

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

THE Steamship
"GLENESK,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at THEIR RISK into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 16th inst., will be
subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, where they will be examined on the
16th inst., at 11 A.M.

No claims will be recognized if not presented
within 14 days of the ship's arrival.

MOORE, GREGOR BRO. & GOW.
Hongkong, 9th June, 1909. [830]

FROM EUROPE.

THE H.A.L. Steamship
"BRASILIA."

Captain Jäger having arrived Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Underwriters and to take immediate delivery of
their Goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before To-DAY.
Any Cargo impeding her discharge will be
landed at Consignees' risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co., Ltd.,
and stored at Consignees' risk and expense.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 17th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th June, 1909. [840]

EAST ASIATIC COMPANY, LTD.
COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"SIAM,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasures and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and West Point
Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on 18th inst., at 9.30 A.M.

All claims must reach us before the 22nd inst.,
or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
undersigned.

MELCHERS & CO.,
Agents.

Hongkong, 11th June, 1909. [846]

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR

日曆英中年十
FROM 1st JANUARY, 1864 to 31st DECEMBER

1913, BEING FROM THE 1st YEAR OF THE
76th CYCLE TO THE 50th YEAR OF THE
76th CYCLE.

PRICE 52 CASH.

On Sale at the "HONGKONG DAILY PRESS"
OFFICE, or Agents in all the Ports of the
Far East.

The Book will be sent by Registered Post
(free) to any part of the World, represented
by Agents on receipt of Money Order.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND
STRAITS.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA."

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed AT THEIR RISK in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
Consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on cargo—

From London, &c., ex.s. "Macedonia."

From Australia ex.s. "India."

From Calcutta, ex.s. "Nile."

From Persian Gulf, ex. B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared by the 15th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an
appointed hour. All Claims must be presented
within ten days of the steamer's arrival here
after which date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th June, 1909. [1]

BRITISH TYPES IN CHINA.

It has always been my idea when in China
to get away from the great sea-port towns like
Hongkong and Shanghai and note how the
British conduct himself in what is termed "real
China," where steam and electricity have not
as yet made life civilised. But "civilisation" is
to be found right in the heart of China. For
instance I bought Cross and Blackwell's pickles
and Captain Navy Cut at Chungking 1,500
miles up the great Yangtze from Shanghai.
At Chungking you will also find the British
Consul training his polo ponies to beat the
German Naval officers, the forces meeting on
a sand-spit of the Yangtze to fight it out.
True there are no motorcars after Haikow and
only one at the latter city, but Haikow has
rishias and telephones and food stanchions.
Having lived for thirty days in a sampan of
large size on the Yangtze and traversed 1,000
miles of the great river I had plenty of time
to study mankind. To meet anyone who speaks
English gave you a tiff, or a good cigar, was a
treat beyond words. The fare was carry and
rice for breakfast, tiffin and dinner and mighty
tough chickens they were, still it was a case of
eat or starve and I chose the latter. The
most palatial steamers run between Shanghai
and Ichang a distance of 1,000 miles; then
you said good by to all luxury. "From
palace to a prison" is not much of an
exaggeration. The sampan was leaky,
draughty and overrun with rats! There were
eight of crew who slept, ate and smoked on a
space about 10 feet square. Their food was
fried cabbage and rice and on this diet we
walked like mountain goats 20 miles a day over-
hauling the craft through the famous Yangtze
rapids. Wonderful man! Never a complaint,
and their remuneration from Ichang to Chung-
king, a distance of 50 miles, which took 20 days,

I shall never forget, after having passed a
week in the boat with the rain coming through
the roof occasionally, not having taken my
clothes off at night, on account of the perishing
cold, and the eternal smell of fried cabbage in
my nostrils, the five o'clock tea I had with the
Rev. Mr. Platt and his wife who are doing
missionary work at Kweilin. The China Inland
Mission makes it a rule that their preachers and
teachers must live right in the heart of the
Chinese quarter, so it can be imagined how
repellent this is to people of refined taste.
The Platts and Miss Clarke were seated at five
o'clock tea dressed in Chinese costume with two
fine little sons who handled the cake round. That
tea and cake was magnificent. Mr. Platt was
once in a merchant's office in Melbourne and
gave up an income of £300 a year to go to China
where he lives on half that amount. Mrs. Platt
smiled broadly when I said, "I suppose you
won't stay at this life long out off from all that
made life worth living, you cannot really like
Kwei-fu."

"Oh why do you say that. Perhaps in ten
years time we may take a holiday. Our work is
so engrossing that we don't think of our exile."
Miss Clarke is quite a bright faced pretty
English girl and walks through the lanes and
ways of Kwei-fu in her Chinese costume making
converts. I met her in one of these rambles and
put out my hand to take her. "Please don't, I
must shake hands with myself." "Poor girl," I thought, literally buried alive
at Kwei-fu in the cause of Christianity.
The Belgian and French orders never leave
China. When once they come out they remain
and only permanent incapacity is sufficient
excuse to allow them to return to Europe. The
photograph I have of one of the missionaries at
Ichang who lies in his coffin with both arms
out of both feet, and his skin bathed in sweat,
tells its own story of what a missionary may incur.
This poor padre was done to death by an infi-
liated father whose son, it was said, had been
whipped by the priest. Once a Chinaman's
blood is up he is a fiend incarnate.

At every turn almost on the Yangtze you
meet missionaries of various orders. Though
the life is hard and monotonous they are not
in any way deprived of luxury. The China Inland
Mission is exceptionally good in this respect,
not forgetting, of course, the C. I. M. is
a very rich concern.
The type of Consul one meets in the interior
of China doesn't complain of over work. He as
a rule, is surrounded with home comforts. Good
wine, cigars, lawn tennis and fox terriers give
that touch to an Englishman's home that we all
admire. He yawns and, of course, wishes
himself back in Piccadilly. At Kunming at the
British Consulate with Mr. Little, at Ichang, I
could have imagined myself in London so far as comfort is concerned and in many respects a
great deal more luxury. At the Ichang Club,
in a room for reading and one for billiards, the
whole British colony assembles. The shipping
boss and clerk are having shanigans, the customs
and porters are having 100 up, the doctor, the consul
and all the rest are doing in this remote city of
China just as they would in any civilised city.
Yet look out of the door! There is a Chinese
criminal not far off with his chin at an angle of
45 degrees protruding from the top of a cage and
he can't lower it. There is another in the
stocks. There is a naked beggar lying in the
midst of frightful filth and squalor. Yes, you
are in China and the picture is without
any contrast to the comfortable British Club
within. Truly the Englishman is the embodiment
of apathy. It is said that two Englishmen
met each other on the ruins of Meising the
morning after the quake nodded nonchalantly
and one said "I wonder, old chap, if we can get
a drink anywhere." At Chungking executions
take place frequently just behind the Imperial
Post Office, the populace gathering at a
distance. China is still China, but I am looking
at executions. —H. M. M. in the Singapore
Free Press.

WEATHER REPORT

The Hongkong Observatory yesterday issued
the following report:

On the 14th at 11.55 a.m.—The barometer
has fallen quickly in Japan, and risen con-
siderably along the Yangtze and over the N.E.
coasts of China.

The depression lying near the mouth of the
Yangtze yesterday, has moved quickly towards
E.N.E. and is now situated over the S.E. part
of the Sea of Japan.
Pressure remains high over the China Sea
and the Pacific towards the Bonins. It is
highest to the Eastward of the latter area.
Moderate S.W. and variable winds may be
expected in the Formosa Channel and moderate
E. monsoon over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:

S. and S.W. winds, moderate;
fair.

S.W. & variable winds, moderate.

South coast of China between Hongkong and Lamock. Same as No. 1.

South coast of China between Hongkong and Hainan. S. winds, moderate.

Hongkong rainfall for the 24 hours ending
at noon to-day, 0.02 inches.

MARVELLOUS MEMORIES.

SOME STRIKING EXAMPLES.

The art of remembering is to-day a lost one. Books that the modern man cherishes are easily forgotten, and facts that he wishes to preserve for future use he finds in books of reference in his own card catalogues. Only in China and among the devotees of esoteric religions is memory above par. Every Chinese scholar worthy of the name for two thousand years at least has, says Denys P. Myers, writing in the New York Tribune, known the Five Books of Confucius so nearly by rote that if every copy was destroyed a thousand could be taken immediately from memory, and the differences in text would be negligible.

The Five Books are printed in many volumes, and with the commentaries of Mencius make a library in themselves; yet so well are they textually known among the literati that it is an insult—which well-meaning foreigners anxious to display their learning frequently commit—to refer to a passage anywhere in any of them except by the mention of a word or two. The text of all is as well known to the scholars as is the passage. "To be or not to be" to Shakespearean scholars.

Macaulay once boasted that if Milton and Virgil and Homer were destroyed, the poets could be taken down verbatim again from his dictation. About a thousand years ago such a necessity arose in China. A great Emperor ordered the classics and commentaries to be utterly destroyed. Those who clung to their books more than to their lives were executed, and their books burned. The catastrophe was well-nigh complete. The next Emperor, however, favoured the learning of the literati

SHIPPING.

ARRIVALS.

CHINHUA, British str., 1,348, A. Harris, 13th June—Shanghai 10th June, General—Butterfield & Swire.
CHOIUNG, German str., 1,021, J. Bruhn, 14th June—Bangkok 5th June, Rice & Timber—Butterfield & Swire.
INDRANI, British str., 3,225, M. Macfarlane, 14th June—Keelung 12th June, Tea, &c.—Shaw, Thomas & Co.
LANDROT SCHIFF, German str., 1,612, A. Steuwe, 14th June—Chinkiang 12th June, Rice—Siemsen & Co.
M. JENSEN, German str., 14th June—Canton.
NEUMANTIA, German str., 4,384, Fleidman, 14th June—Mojii 8th June, Coal—Hamburg-Amerika Line.
SUEVIA, German str., 2,640, B. Schmer, 12th June—Hankow 5th June, General—Hamburg-Amerika Line.
TAIKOON MARU, Japanese str., 1,234, Fukui, 14th June—Mikki 8th June, Coal—Mituki Bunko Kaiun.
TELENACHUS, British str., 1,340, Gillespie, Edwards, 12th June—Saigon 8th June, General—Chinese.
WATCHING, British str., 1,170, W. F. Richard, 12th June—Chinkiang 7th June, General—Jardine, Matheson & Co.
YUENHANG, British str., 1,128, P. H. Rolfe, 14th June—Manila 11th June, General—Jardine, Matheson & Co.
ZAFIRO, British str., 1,625, Rodger, 14th June—Manila 12th June, General—Shewan, Tonnes & Co.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE.

Antenor, British str., for Saigon.
Chingua, British str., for Canton.
Holland, British str., for Swatow.
Mathilde, German str., for Holloway.
Mongolia, American str., for Shanghai.
Sington, British str., for Holloway.

DEPARTURES.

14th June.
KWANTAH, Chinese str., for Shanghai.
NANCHAO, British str., for Canton.
NORD, British str., for Canton.
SEGURO, British str., for Shanghai.
WAISHING, British str., for Canton.

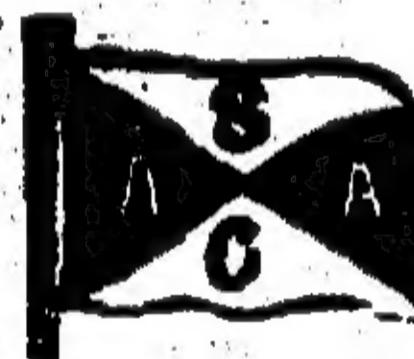
SHIPPING REPORTS.
The British str. Yuenhang reports: Moderate and fine throughout.
The British str. Zafiro reports: Fine clear weather and light variable winds throughout smooth weather.

VESSELS IN DOCK.

June 14th.
ABERDEEN DOCK—KOWLOON DOCK—Chen Po, Dajin Maru, Tenyo Maru.
COSMOPOLITAN DOCK—Takoo DOCK—Maple Leaf, Taming, Anhui.

VESSELS ON THE BERTH

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL
(With Liberty to call at the Malabar Coast.)S.S. "INDRANI" ... On 16th June,
to be followed by

S.S. "ST. PATRICK" About 13th July.

For Freight and further information apply to

SHEWAN TOMES & Co.,
General Agents.

Hongkong, 3rd June, 1909. [77]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, POET DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th June, 1909. [820]

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED BY
LONDON &c. via USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. Hayward, E.N.E.	P. & O. S. N. Co.	On 28th inst., at Noon.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SIETHONIA	Ger. str.	k. w.	Brechner	HAMBURG-AMERIKA LINIE	On 1st July.
HAVER & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	On 22nd July.
HAVER, COPENHAGEN & ST. PETERSBURG	SIAM	Swed. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	Middle of July.
HAVER & HAMBURG VIA STRAITS, &c.	SENEGAMIA	Ger. str.	k. w.	A. F. Vine, E.N.E.	HAMBURG-AMERIKA LINIE	On 21st Inst.
MAREUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ISTHIA	Ger. str.	k. w.	Rebuffat	MESSAGERIES MARITIMES	On 9th July.
MAREUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	POONA	Fr. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	On 22nd inst., at 1 p.m.
MAREUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY	Swed. str.	—	P. & O. S. N. Co.	HAMBURG-AMERIKA LINIE	On 23rd inst.
MAREUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIPON	Jan. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MAREUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SADO MARU	Ger. str.	k. w.	C. Dewers	TOYO KIEMI KAISHA	On 7th July.
MAREUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SILVIA	Ger. str.	k. w.	Nitsche	MELCHERS & CO.	On 18th inst., at 10 A.M.
MAREUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Jap. str.	—	Sander, Wieler & Co.	TO-MORROW	On 22nd inst.
MAREUILLES, BREMEN & HAMBURG, &c.	BINGO MARU	Jap. str.	—	Dodwell & Co., Ltd.	DOODWELL & CO., LTD.	On 23rd inst.
MAREUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	Canadian Pacific R. Co.	CANADIAN PACIFIC R. CO.	To-morrow.
MAREUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MANSHU MARU	Jap. str.	—	Osaka Shosen Kaisha	OSAKA SHOSEN KAISHA	On 3rd July.
NEW YORK	LUETZOW	Brit. str.	—	E. W. Davis	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
INDRANI	PATHAN	Brit. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 6th July, at 4 P.M.
EMPEROR OF CHINA	—	Brit. str.	2 m.	S. Ishikawa	NIPPON YUSEN KAISHA	Today, at 4 P.M.
MONTENAIGLE	—	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 16th inst., at 10 A.M.
TACOMA MARU	—	Jap. str.	—	F. Isaki	MELCHERS & CO.	On 23rd inst., at Noon.
—	—	—	—	P. T. Helme	GIBS, LIVINGSTON & CO.	On 9th July, at Noon.
—	—	—	—	N. Mathieson	NIPPON YUSEN KAISHA	On 6th Aug., at Noon.
—	—	—	—	D. Lenz	MELCHERS & CO.	About 26th inst.
—	—	—	—	A. Keith	NIPPON YUSEN KAISHA	On 25th inst., at 5 P.M.
—	—	—	—	A. E. Moses	NIPPON YUSEN KAISHA	On 17th inst., at 5 P.M.
—	—	—	—	T. Sekine	NIPPON YUSEN KAISHA	On 7th July, at Noon.
—	—	—	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
—	—	—	—	Dowson	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
—	—	—	—	H. G. Walker	JARDINE, MATHESON, & CO., LTD.	To-day, at Noon.
—	—	—	—	—	MELCHERS & CO.	Middle of June.
—	—	—	—	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
—	—	—	—	—	P. & O. S. N. Co.	About 16th inst.
—	—	—	—	Richard	JARDINE, MATHESON & CO., LTD.	On 18th inst., at Noon.
—	—	—	—	Bartolo	Sander, Wieler & Co.	On 18th inst., at Noon.
—	—	—	—	J. G. Olford	DAVID SASSOON & CO., LTD.	On 20th inst., at D'light
—	—	—	—	Williams	BUTTERFIELD & SWIRE	On 20th inst., at D'light
—	—	—	—	—	JARDINE, MATHESON & CO., LTD.	On 17th inst.
—	—	—	—	K. Soeda	NIPPON YUSEN KAISHA	About 21st inst.
—	—	—	—	Lafont	MESSAGERIES MARITIMES	On 22nd inst., at 10 A.M.
—	—	—	—	T. Suraga	HAMBURG-AMERIKA LINIE	On 22nd inst.
—	—	—	—	Sachs	—	About 24th inst.
—	—	—	—	Owen Jones, E.N.E.	Frazier	On 24th inst., at 4 P.M.
—	—	—	—	—	BUTTERFIELD & SWIRE	On 27th inst., at D'light
—	—	—	—	—	—	On 2nd July.
—	—	—	—	—	—	On 3rd July, at Noon.
—	—	—	—	Peter	—	Quick despatch.
—	—	—	—	M. B. Lake	—	On 17th inst., at 10 A.M.
—	—	—	—	Pandor	JARDINE, MATHESON & CO., LTD.	On 23rd inst., at 3 P.M.
—	—	—	—	T. Kaburaki	JAVA-CHINA-JAPAN LINE	On 23rd inst., at 10 A.M.
—	—	—	—	O. Sugi	OSAKA SHOSEN KAISHA	On 24th inst., at 4 P.M.
—	—	—	—	G. Hooker	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
—	—	—	—	J. S. Rosch	Douglas Laprae & Co.	To-morrow, at 2 P.M.
—	—	—	—	J. W. Evans	Douglas Laprae & Co.	On 18th inst., at 2 P.M.
—	—	—	—	Hodgins	BUTTERFIELD & SWIRE	Today, at 9 A.M.
—	—	—	—	J. Somerville	—	At 10 A.M.
—	—	—	—	P. H. Rolfe	JARDINE, MATHESON & CO., LTD.	At 10 A.M.
—	—	—	—	E. Rodger	JARDINE, MATHESON & CO., LTD.	On 19th inst., at Noon.
—	—	—	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
—	—	—	—	R. W. Almond	JARDINE, MATHESON & CO., LTD.	On 20th inst., at 4 P.M.
—	—	—	—	Weigall	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
—	—	—	—	B. Kon	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
—	—	—	—	Bradley	JARDINE, MATHESON & CO., LTD.	On 22nd inst., at 4 P.M.
—	—	—	—	E. J. Bull	JARDINE, MATHESON & CO., LTD.	On 23rd inst., at 4 P.M.
—	—	—	—	J. Robinson	BUTTERFIELD & SWIRE	Quick despatch.
—	—	—	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	—

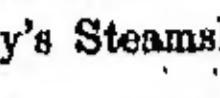
VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship



"PERSIA."

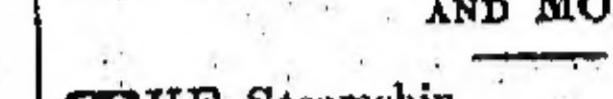
Captain Bartole, will leave for the above places on FRIDAY, the 18th inst., at noon.

This steamer has captain's accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to Sander, Wieler & Co., Agents.

Hongkong, 12th June, 1909. [3]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI



THE Steamship

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP via SINGAPORE	POONA	NOON, 16th Freight only.
POLE, PENANG, COLOMBO, and PORT SAID	Capt. A. R. Vire, R.N.R.	JUNE
SHANGHAI MOJI, KOBE and YOKOHAMA	MALTA	About 16th Freight and Passage.
SHANGHAI	ASSAYE	About 24th Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 26th See Special OF CALL Capt. W. Hayward, R.N.R.
		JUNE Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th June, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
BOHLOW and HAIPHONG	"SINGAN"	On 15th June, 9 A.M.
SWATOW, WEIHAIWEI, CHEFOO, and TIENSIN	"KUEICHOW"	On 15th June, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 15th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.
MANILA	"TAMING"	On 16th June, 3 P.M.
SHANGHAI	"CHINHUA"	On 17th June, 4 P.M.
TSINGTAU, CHEFOO and NEWCHWANG	"WEIFANGYANG"	On 19th June, 4 P.M.
SHANGHAI	"LINAN"	On 20th June, D'light
MANILA	"TEAN"	On 22nd June, 3 P.M.
SHANGHAI	"YINGCHOW"	On 24th June, 4 P.M.
SAMARANG and SOURABAYA	"CHENAN"	On 27th June, D'light
DIRECT SAILINGS TO WEST RIVER. Twice Weekly.	"SHANTUNG"	On 29th June, 4 P.M.
	"LINTAN" and S.S. "SANUI."	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—

Hongkong, 15th June, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	LEAVING	THE CO'S S.S.
TAMSUI via SWATOW,	TUESDAY, 17th June,	"DAIJIN MARU"
& AMOY	at 10 A.M.	Capt. Y. Kurokai
+ SHANGHAI via SWATOW,	TUESDAY, 22nd June,	"CHOSHUN MARU"
AMOY & FOOCHEW	at 10 A.M.	Capt. T. Sugita
+ TAKAO via SWATOW,	WED'DAY, 23rd June,	"SOSHU MARU"
AMOY & ANPING	at 10 A.M.	Capt. K. Sugi

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unravelled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1 Queen's Buildings, Hongkong, 15th June, 1909.

T. ARIMA, Manager.

13

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LENVIAS.
"HATTAN,"	SWATOW, AMOY &	TUESDAY, 15th June,
Capt. S. Rouch	FOOCHEW.	at 1 P.M.
"HAIMUN,"	SWATOW	WED'DAY, 16th June,
Capt. Evans		at 2 P.M.
"HAIYANG,"	SWATOW, AMOY &	FRIDAY, 18th June,
Capt. A. E. Hodgins	FOOCHEW.	at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 15th June, 1909.

10

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"WINGSANG"	Tuesday, 15th June, Noon
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed'day, 16th June, 3 P.M.
SAMARANG & SOURABAYA	"AMARA"	Wed'day, 16th June, 4 P.M.
SANDAKAN	"MAUSANG"	Thursday, 17th June, 4 P.M.
SHANGHAI	"WAISHING"	Friday, 18th June, Noon
MALINA	"YUENSANG"	Friday, 18th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 19th June, Noon
SHANGHAI	"TUNGSHING"	Sunday, 20th June, D'light.
MALINA	"LOONGSANG"	Friday, 25th June, 4 P.M.
SH'HAL, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 3rd July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 14th June, 1909.

16

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.	FOR HAVRE & HAMBURG:	S.S. SENEGAMBIA	21st June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SEGOVIA	22nd June	
FOR MARESILLES, HAVRE & HAMBURG:	S.S. SLAVONIA	2nd July	
FOR ANTWERP, ROTTERDAM & HAMBURG:	S.S. SILVIA	28th June	
FOR HAVRE & HAMBURG:	S.S. ANDALUSIA	13th July	
FOR HAVRE & HAMBURG:	S.S. SAXONIA	23th July	
FOR HAVRE & HAMBURG:	S.S. DORTMUND	10th Aug.	
FOR HAVRE & HAMBURG:	S.S. SPEZIA	13th Aug.	
FOR HAVRE & HAMBURG:	S.S. JILLYRIA	28th Aug.	
FOR HAVRE & HAMBURG:	S.S. AMBRIA	31st Aug.	

Further Particulars, apply to—

Hongkong, 10th June, 1909.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

OSAKA SHOSEN KAISHA.



INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call:

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELUNG, YOKOAKI, SHIMIZU, SEATTLE and VICTORIA, B.C.)

(Subject to Alteration)

Newly Built Steamers Tons (gross reg.) Captain Sailing Date.

"TACOMA MARU" 6,178 On Saturday, 3rd July

"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1909.

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SOUTH AMERICAN LINE.

